

THE STATE OF OREGON 1915(b) PROGRAM

Project name:	OMAP Non-Emergency Medical Transportation Program OR09.R04
Proposal Approval:	September 1, 1994
Proposal Expiration:	August 31, 1996
Proposal Submission:	November 5, 1998
Renewal Approval:	July 26, 1999
Renewal Expiration:	July 25, 2001
Renewal Approval:	June 13, 2001
Renewal Effective:	June 26, 2001
Renewal Expiration:	July 25, 2003
Renewal Approval:	July 22, 2003
Renewal Effective:	July 26, 2003
Renewal Expiration:	July 25, 2005

PROGRAM SUMMARY:

The State of Oregon submitted a proposal under Section 1915(b) of the Social Security Act (the Act) authority to provide non-emergency medical transportation services to the State's Medicaid population in 27 of the State's 36 counties. Counties included in this waiver are Benton, Clackamas, Clatsop, Columbia, Coos, Crook, Curry, Deschutes, Douglas, Gilliam, Hood River, Jackson, Jefferson, Josephine, Klamath, Lake, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Sherman, Wasco, Washington, Wheeler, and Yamill. Approval of the renewal provides for the waiver of Sections 1902(a)(1), and 1902(a)(23) of the Act regarding state-wideness and beneficiaries' freedom of choice of providers, respectively.

The current waiver has been in effect since September 1994, and was renewed for the period of June 26, 2001 through July 25, 2003. Oregon non-emergency transportation services (NET) are coordinated through Brokerage arrangements under Intergovernmental Agreements (IGAs).

The State's objectives through this waiver program are to ensure the reduction of costs, prevention of unnecessary utilization, reduction of inappropriate utilization, and the ensurance of adequate access to quality NET services to all Medicaid beneficiaries in the geographical areas covered under this waiver.

HEALTH CARE DELIVERY:

The waiver program requires all Medicaid eligible beneficiaries to arrange all NET services with the appropriate Brokerage. NET services include wheelchair van, stretcher car, secured transport, sedan transport, taxi services, fixed route bus tickets/passes, and volunteer services (if available). Neither emergency nor family planning services are restricted under this waiver. Brokerages are responsible for coordination, providing quality non-emergency transportation services and ongoing utilization monitoring. Each brokerage is paid a flat fee per ride regardless of the type of service provided. This fee, which includes administrative costs, is evaluated quarterly and adjusted periodically.

The Medicaid brokerages provide NET services, and will also subcontract with smaller, private operators to provide other modes of transportation as necessary. Such subcontracts are with local contractors who offer discounts (or the most cost effective rates) for the provision of rides.

Beneficiaries are provided information about the OMAP NET program at the time that Medicaid eligibility is determined. A brochure details information regarding the availability of non-medical transportation for those who have no transportation resources available to them. Beneficiaries contact their brokerage via a toll free number. A Customer Service Representative screens the ride request to determine the appropriate type of transportation and to assign the trip using the lowest cost appropriate provider.

Approximately 3.04 million rides were provided under the current waiver, with projected growth to 3.06 million rides during the renewal period. Because the counties vary in their geographic area, as well as the number and availability of NET providers and services, the average cost of per ride under the current waiver varies between \$9.02 and \$64.25. Under the renewal waiver, the projected average cost per ride will range between \$11.39 and \$70.36. Net savings for the current waiver period are \$11,406,631, with projected savings for the renewal period of \$7,703,490.

The State utilizes the cost (projected cost) per ride without waiver in its negotiations for the contract cost per ride with the waiver to ensure cost effectiveness. The State monitors the contractor surpluses and adjusts the contractors' rate accordingly, not to exceed the cost per ride without the waiver.

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